AMENDMENTS TO THE CLAIMS

1-4 canceled.

5. (presently amended) An aircraft tire comprising at least one pair of parallel annular beads, at least one carcass ply wrapped around said beads, a folded high modulus belt reinforcement disposed over said carcass ply in a crown area of said tire, a tread disposed over said belt reinforcement and sidewalls disposed between said tread and said beads, a layer of low modulus reinforcement material wrapped around the folded edges of said high modulus belt reinforcement wherein said high modulus belt reinforcement comprises high modulus reinforcement cords encapsulated in rubber to form a substantially two dimensional belt ply having length and width, and said layer of low modulus reinforcement comprises low modulus reinforcement cords or filaments encapsulated in rubber to form a substantially two dimensional belt edge ply strip having length and width, and said high modulus reinforcement is a belt ply folded into a folded belt structure wherein the belt ply has a width about twice the width of the folded belt structure, ~~The aircraft tire of claim 3~~ wherein said belt edge strip has a width about five-eights to seven eights of the width of said belt ply and is ~~placed~~ radially below said folded belt, and the edges of said belt edge strip are folded radially above said folded belt structure.

6. (presently amended) An aircraft tire comprising at least one pair of parallel annular beads, at least one carcass ply wrapped around said beads, a folded high modulus belt reinforcement disposed over said carcass ply in a crown area of said tire,a tread disposed over said belt reinforcement and sidewalls disposed between said tread and said beads, a layer of low modulus reinforcement material wrapped around the folded edges of said high modulus belt reinforcement wherein said high modulus belt reinforcement comprises high modulus reinforcement cords

encapsulated in rubber to form a substantially two dimensional belt ply having length and width, and said layer of low modulus reinforcement comprises low modulus reinforcement cords or filaments encapsulated in rubber to form a substantially two dimensional belt edge ply strip having length and width, wherein said high modulus reinforcement is a belt ply folded into a folded belt structure wherein the belt ply has a width about twice the width of the folded belt structure, ~~The aircraft tire of claim 3~~ wherein said belt edge strip comprises split belt edge layers having a combined width of about five-eights to seven eights of the width of said belt ply wherein one edge of each split layer is disposed radially below said folded belt and the distal end of each split layer is folded radially above the folded belt structure substantially completely covering the radially outer surface of said folded belt structure.

7. (presently amended) The aircraft tire of claim ~~2~~ 5 wherein said high modulus reinforcement cords are aramid.

8. The aircraft tire of claim ~~2~~ 5 wherein said low modulus reinforcement cords are nylon.

9. The aircraft tire of claim ~~2~~ 5 wherein said high modulus reinforcement cords are disposed in a tire construction at an angle of ±15 to ±25° with respect to the equatorial plane (EP) of the tire and said low modulus reinforcement cords are aligned in the same general direction as said high modulus reinforcement cords and are disposed at an angle of ±15 to ±29° with respect to the EP of the tire.

10-11 Canceled.

12. (new) The aircraft tire of claim 5 wherein said belt edge strip has substantially the same width as said belt ply and is folded completely around said folded belt structure.

13. (new) The aircraft tire of claim 6 wherein said belt edge strip has substantially the same width as said belt ply and is folded completely around said folded belt structure

This listing of claims will replace all prior versions and listings of claims in the application.